



NEWS RELEASE

MAY 2021

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Dear CITA Members,
Dear colleagues and Friends,

More than a year after the start of the COVID-19 pandemic, people's vaccination is finally accelerating around the world. This makes me feel positive about the future, and I really hope that the world will soon return to some kind of normal life.

I am very much looking forward to the next CITA General Assembly on 1 June, which is always a great platform to exchange information with our members and engage them in shaping the future of CITA.

For me, the vote on the new CITA strategy and the adapted Articles of Incorporation is absolutely the highlight. Over the past two years, we - the Bureau Permanent, the Regional Advisory Groups, and last but not least, all members - have been intensively involved in the development of the Roadmap 2030.

We held several webinars to discuss the new strategy, conducted a member survey, and tried to include all constructive feedback. I am really proud to see the results, which will increase the value proposition for members and help them face future challenges – and there are many.

Therefore, we have already started to implement the new structure of the Topic Areas and Task Forces, and we held the first kick-off meetings. I was really impressed by the high number of participants and the very fruitful discussions on such important topics as automated driving, digitalisation or Euro 7. The new structure will allow CITA to become increasingly professional and act faster.

Vehicle compliance must remain an indispensable part of any road safety policy, in the future too!

Unfortunately, due to the COVID-19 restrictions, we had to postpone the planned CITA Conference to 2022. Even more, I am looking forward to meeting you all personally next year in Amsterdam.

I hope that all CITA members will be able to attend in large numbers the General Assembly 2021, and I hope to see them at least on a virtual basis.

Sincerely,

Gerhard Müller,
CITA PRESIDENT

INTRODUCTION OF PARTICLE COUNTING FOR PTI IN THREE EU COUNTRIES

The legislation for the introduction of particle number counting has been approved in the Netherlands, Belgium and Germany. In Belgium and the Netherlands, it will apply starting 1 July 2022, and in Germany starting 1 January 2023.

All prerequisites have been created to use the necessary measuring devices and test sequences on modern vehicles with diesel engines. In the opinion of the 3 countries, this represents an important and necessary step in adapting the periodic emissions test to the existing modern vehicle technology.

The quality of the periodic emissions test is further increased. The recognizability of defects is improved and it is ensured that the exhaust gas behaviour is not worsened due to manipulation, wear and tear or lack of maintenance or repairs that were not carried out professionally.

- THE NETHERLANDS

From 1 July 2022, DFP monitoring by measuring particles in the exhaust of diesel cars will be mandatory in PTI in the Netherlands, as formalized by law on 12 January 2021.

Its origins go back several years. At the time, a working group was set up with the aim of investigating whether it would be possible to measure particulate numbers in the PTI.

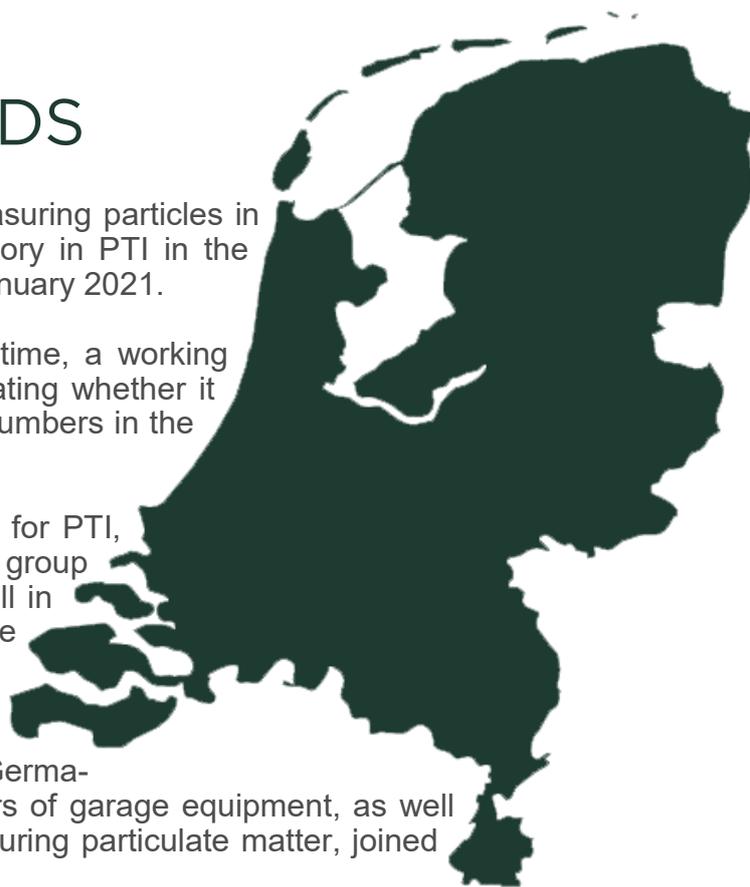
The measuring method had to be suitable for PTI, i.e. fast, cheap, and accurate. The working group was named N-PTI. The group started small in Switzerland and grew to about 50 people over time.

Participants from Switzerland, the Netherlands, the United Kingdom, Belgium, and Germany participated. Furthermore, manufacturers of garage equipment, as well as new manufacturers specialized in measuring particulate matter, joined the group.

In addition, Metrology organizations, the research institute TNO and the Dutch Road Vehicle Authority RDW took part in the working group.

The aim was to study whether it is possible to include particulate number measurement as part of the PTI. The reason was reports of many malfunctioning filters and illegally removed particulate filters.

During the process, manufacturers started to develop particle counters that were suitable for measuring in the exhaust of diesel cars, TNO investigated the emission values would be realistic and NMI, together with manufacturers, investigated the specifications of the measuring instrument.



It slowly became clear that the goal was attainable. In 2020 the first measuring instrument was approved by the NMI.

In the Netherlands, work has been carried out on the introduction of the test for roadside inspections and for the PTI. First, it was made possible to use the test at roadside inspections and then for the PTI. In October 2020, the draft regulations in the Netherlands were made public by means of an internet consultation for the public.

Then a political discussion arose. As the measurement is not prescribed in Directive 2014/45, it is a header on that Directive and thus an administrative burden.

This discussion led to a political compromise being proposed. The original limit of 250,000 particles per cubic centimetre was relaxed to 1,000,000 particles per cubic centimetre.

Furthermore, the transitional arrangement for older cars was extended for diesel passenger cars to vehicles up to and including the year of construction 2016. Based on this arrangement, a malfunctioning soot filter can be deregistered at the RDW, after which it is no longer necessary to perform a test in the PTI. However, a higher annual tax must be paid.

👉 LETTER TO THE HOUSE OF REPRESENTATIVES ON INTRODUCTION OF PTI PARTICLE FILTER TEST FOR DIESEL CARS IN THE NETHERLANDS

👉 DUTCH REGULATIONS FOR THE PTI PARTICLE FILTER TEST FOR DIESEL CARS

👉 EMISSION MONITORING AND PERIODIC INSPECTION (EMPI) OF MOBILE MACHINES

- BELGIUM

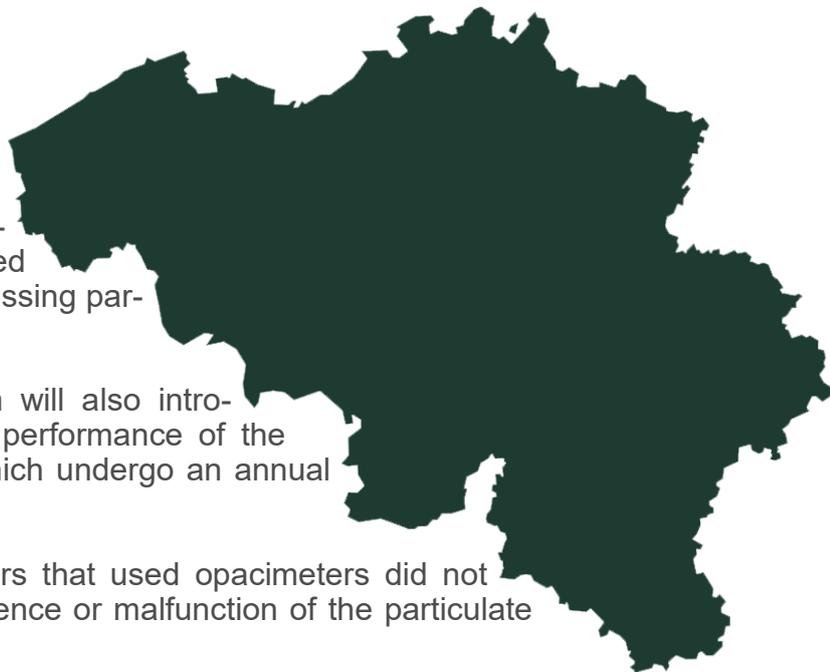
From 01 July 2022, all Belgian technical control centres will be equipped with devices to detect a defective or missing particulate filter on diesel vehicles.

Thus, after the Netherlands, Belgium will also introduce a systematic monitoring of the performance of the particulate filter on diesel vehicles, which undergo an annual inspection.

Until now, the technical control centers that used opacimeters did not have the equipment to detect the absence or malfunction of the particulate filter.

But, by 01 July 2022, the technical control centers will be equipped with a particulate counter device to which diesel vehicles (cars and light commercial and light transport vehicles) will be subject.

This makes Belgium a pioneer in Europe in the fight against particulate filter fraud.



The new coordinated Belgian approach will avoid the “shopping for technical control”, since each driver will contact the control center of his choice. In a first phase, all vehicles and vans fitted with a diesel engine of the Euro 5b standard and more recent (which must therefore be fitted with a filter) will be checked.

Ultimately, they would like to study the extension of this measure to trucks, buses and gasoline vehicles.

- GERMANY

After Belgium and Netherland, Germany has now also passed a law to introduce particulate number measurement into the regular emissions testing.

In Germany, starting from 01 January 2023, the number measurement for diesel vehicles (cars and commercial vehicles) from Euro 6 will be mandatory.

The new measurement method will replace the opacity (smoke) measurement for the vehicles concerned.

All the necessary prerequisites for introducing the measurements have been met. The new test procedure and the limit value (250,000 cm⁻³) were validated in a field test on real vehicles.

The required measuring devices can be approved shortly and the calibration of the devices is also in preparation.

In the preface to the regulation it is described that *“... the measurement procedure and the limit values are checked after 3 years at the latest with regard to possible adjustments to technical progress”,* and *“...In addition, it must be checked whether the measurement method and the limit values can be extended to vehicles with petrol engine and direct injection”.*

In the view of all 3 countries, this represents an important and necessary step in adapting the periodic emissions test to the existing modern vehicle technology. The quality of the periodic emissions test is further improved.

Defect recognition is improved and exhaust gas behaviour is not worsened due to manipulation, wear and tear or lack of maintenance or repairs that were not carried out professionally.



[DOWNLOAD THE AMENDING REGULATION](#)

CITA WEBINARS



- MICRO-MOBILITY

20 January 2021

The event focused on how to facilitate the safe adoption and consistent deployment of Personal Light Electric Vehicles (PLEVs) within road traffic. PLEVs are currently regulated in the EU as a personal consumer product and not as a road-going vehicle.

As such, their design and build as well as their specific characteristics are not assessed or regulated according to road-going standards. During the webinar, TRL presented a research conducted on behalf of the EU Commission on PLEVs; DVSA an E-scooter Inspections to MSVA Standards; TÜV SÜD gave an overview on the current situation in Germany, and finally VOI showed the point of view of an e-scooter operator.



- NEW APPROACHES FOR VEHICLE'S EMISSIONS INSPECTION

23 February 2021

This webinar covered the findings from the first month of vehicle emissions data collected using the parSYNC[®] iPEMS under the 3DATX Sponsored PTI Trial. The data were collected by OPUS at its site in Borås, Sweden site. The current PTI test protocols and emissions checks, CO for petrol and smoke opacity for diesel, do not have the capability to measure particulate number (PN) and oxides of nitrogen (NOx) emissions from current technology vehicles. As a consequence, the current PTI program is unable to identify PN and NOx high-emitters.

It is therefore important to update the PTI test, and the use of integrated PEMS (iPEMS) solutions in a new PTI procedure (NPTI) to achieve this is an appealing solution. At the Borås site, an engine idle PN test and two different NOx tests (one dynamic acceleration test and one stationary high idle test) are being performed on a growing number of vehicles. Initial findings are promising, with high repeatability for individual vehicles and a wide range of results between vehicles, indicating good sensitivity of the equipment and protocol to vehicle emission levels. As the number of vehicles tested increases, 3DATX will further the investigate into the effectiveness of the protocol and be able to assess thresholds for pass/fail criteria.

- PROVISIONS & APPLICATION OF ADAS INSPECTION

17 March 2021



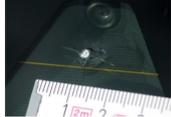
In order to reduce the occurrence of traffic collisions due to driver negligence, the government has legislated on the mandatory installation of advanced driver assistance systems for large vans and freight vehicles, and is expanding the application to other vehicle types. Depending on the vehicle's operating environment or management conditions, problems that threaten driving safety may occur due to failures and malfunctions, such as ageing and miscalibration of the advanced driver assistance system. A regular inspection plan is required for the safety management of a newly applied vehicle system, and research is being conducted as a national project.

Unlike the test method using a diagnostic device that is being performed in the current testing environment, a test technology that can test the normal operation of the system will be created through the realization of a virtual driving environment that can satisfy the activation and operating conditions of the actual advanced driver assistance system. In accordance with the conditions of the advanced driver assistance system installed in the vehicle, a simulation configuration that can be recognized by radars and camera sensors will be generated, and testing methods and technologies where vehicle behavior is measured during actual operation to confirm compliance.

Dirt Stain in front of cameras



Stone chip in front of camera



Film in front of cameras



Different wheels (original wheel on the right)



- LANE KEEPING ASSISTANCE SYSTEMS ENSURING WHOLE-LIFE COMPLIANCE

24 March 2021

During this event, the outcome of the work undertaken by TÜV Rheinland with the support of CITA, and the TRL's involvement in the Lane Keeping Assistance System (LKA) were presented.

The results of this research, presented by Dr. M. Schubert from TÜV Rheinland, could be used to develop approaches that enable the whole vehicle life functionality of safety systems and to determine what level of action is justified to address ADAS systems during PTI.



- DEVELOPMENT OF PTI SYSTEM IN CHINA & EV INSPECTION METHODS

31 March 2021

Hosted by COSBER Ltd. this webinar introduced the development and the current status of Periodic Technical Inspection for Motor Vehicle (PTI), including information on Electric Vehicle (EV) inspection procedures, and E-mobility in China. This webinar offered a fruitful discussion for PTI industrial in terms of Technical method and Regulation reference.

During web-meeting, COSBER has gained a lot of attention about China PTI model and EV inspection method.



- EMISSION CONTROL IN CHINA

21 April 2021

This webinar was jointly held by CITA and Anche Technologies. Anche presented the legislation on vehicle emission control and an array of measures taken by China. Focusing on the formulation and implementation of vehicle emission regulations for both new and in-use vehicles in China, for vehicle emission testing for type approval, end-of-life testing and in-use vehicles are considered with the aim of whole-life vehicle compliance.

Anche introduces the test methods, test requirements and characteristics for emission test at various stages and the practice in China. ASM method, transient cycle method and lug down method are most widely used for in-use vehicle test in China. By the end of 2019, China has deployed 9,768 test lanes of ASM method, 9,359 test lanes of simplified transient cycle method and 14,835 test lanes of lug down method for emission test and the inspection volume has reached 210 million.

In addition, China also has the most widely applied remote sensing monitoring systems for motor vehicles. Up to 2019, China has completed the construction of 2,671 sets of remote sensing monitoring systems, with 960 sets under construction. Through remote sensing monitoring system (including black smoke capture) and road inspection, more than 371.31 million vehicles have been tested and 11.38 million non-standard vehicles have been identified. Thanks to the measures mentioned, China has benefited greatly from its emission reduction policies. Anche has also accumulated rich practical experience and is willing to carry out intensive exchanges and cooperation with stakeholders in other countries, so as to realize the vision of improving road safety and environmental protection.



“SAFER & CLEANER USED VEHICLES FOR AFRICA” PROJECT

The “*Safer and Cleaner Used Vehicles for Africa*” project, funded by the United Nations Road Safety Fund (UNRSF) is led by the UN Environment Programme (UNEP) and UN Economic Commission for Europe (UNECE) and

implemented together with key partners such as the Fédération Internationale de l'Automobile (FIA) and CITA.

This project will provide a platform for major exporters, African importing countries and regional bodies to engage on the minimum standards required. These regulations will have tremendous benefits with regards to road safety by reducing the number of deaths and injuries. A minimum set of operational safety features can lead to a 30% reduction in mortality and morbidity. Aside from reducing fatalities, improved air quality, climate change mitigation, as well as economic opportunities for the continent will have significant health benefits. Additionally, the project will serve as a model that can be replicated in other regions facing similar challenges by addressing key gaps in their national road safety systems.

To date, statistics show that more than 90% of road crashes take place in developing countries, with Africa having the highest road traffic fatalities, at an alarming 246,000 deaths per year. As the African vehicle fleet is set to grow four to five times by 2050, the impacts on road safety are likely to rise exponentially. It is estimated that about 80-90% of this growth will come from the import of used vehicles. A significant share of these imported used vehicles do not meet safety standards.



[VISIT THE WEBSITE](#)

PROGRESS OF THE CITA PROJECT IN TOGO

The CITA project “Amélioration du système d’inspection technique des véhicules au Togo” went ahead as planned despite the pandemic crisis and is to be completed by the end of 2021. The objective of this project is to provide the authorities responsible for transport policies with the necessary tools, knowledge, and best practices for improving PTI and vehicle approval in the sub-Saharan African country.



The DTRF (Direction des Transports Routiers et Ferroviaires) is continuing the reform of the vehicles periodic technical inspection and approval system in Togo. Training dedicated to the supervisory authority continue to be delivered as part of the project. These sessions aim at laying the groundwork for the transportation authorities to contribute to a staggered implementation of the project’s deliverable.

Indeed, the implementation is set to continue after the end of the ongoing CITA project, and the local authorities will play an important role in ensuring continuity to the progresses witnessed up to this point.

POLICY NEWS OF CITA TOPIC AREA C - *EXTERNAL AFFAIRS*

With the kick-off meeting of TA-C in March 21, we want to inform our members and friends of CITA about current legal trends and staff turnovers in the EU, the U.N. and the other CITA regions as part of this newsletter. We are also happy to receive your comments and advice on current legal issues around the world in future.

Richard **GOEBELT**
Chairman CITA TA-C

EU PARLIAMENT ADOPTS ROADWORTHINESS REPORT

On April 26, the EU Parliament plenary adopted the [implementation report on the road safety aspects of the roadworthiness package](#). The report aims to evaluate the legal implementation and concrete functioning of the roadworthiness package in the Member States from a road safety perspective. It examined how the package has been transposed into national law by the Member States and whether and to what extent the implementation has led to common standards and comparable levels of road safety.

[CITA's urgent request from the 2020 position paper](#) was included: Rapporteur Benoît Lutgen (EPP, BEL) points out that the new and mandatory advanced safety systems as well as eCall systems should be introduced as part of the regular PTI testing.

USED CARS: GRUBBY EXPORTS

The older used cars are, the more likely they are to end up in countries outside the EU with no or very lax import and environmental laws. On the roads of some African countries in particular, there are millions of cars, vans and minibuses on the road that would have been scrapped according to EU environmental standards.

So far, the European Commission has failed to curb the almost unchecked export of polluting vehicles all over the world. Last year, work began on the revision of the relevant EU End-of-Life Vehicles Directive 2000/53. One of the aims of the reform is to stop the illegal export of deregistered "end-of-life vehicles", which - unlike "used vehicles" - can no longer be placed on the market and must be recycled and recovered in their country of origin.

The review of the End-of-Life Vehicles Directive will examine the "feasibility of measures" - for example, banning future exports without a valid PTI inspection certificate. The consultation process has just begun for the revision of the End-of-life Vehicles Directive launched by the European Commission in September 2020. A new directive is expected to be adopted in the second quarter of 2022.

IMPLEMENTATION OF THE GENERAL SAFETY REGULATION

In response to a parliamentary question on the implementation of the General Safety Regulation (GSR), Industry Commissioner Thierry Breton said that the preparation of secondary legislation for the first phase of implementation of the regulation from July 2022 has been completed for most measures. Eight of the thirteen measures have been endorsed by the UN and do not require further regulation at EU level, he said.

Consultation with Member States and stakeholders in the Motor Vehicles Working Group (MVWG) was completed in April and will be formally adopted by the Commission in May. Concerns about the timing were noted. The EU-COM continues to work to ensure stable specific requirements for all GSR II measures within the 15-month timeframe. CITA is involved in the work through the MVWG.

HARMONIZATION OF SAFETY REQUIREMENTS FOR THE ROAD CIRCULATION OF NON ROAD MOBILE MACHINERY

On 6 May 2021, the European Commission invited to a workshop on a New Legislative Proposal for the harmonization of safety requirements for the road circulation of Mobile Machinery. CITA members from TÜV and DEKRA were present at the meeting. The European Commission and stakeholders prefer a pure type-approval legislation, with elements of simplification (self-certification of defined vehicle parts). European Commission will inform on the next steps in the coming months.

EU COMMISSION STILL WORKING ON EURO 7

On April 27, the [Advisory Group on Vehicle Emission Standards \(AGVES\)](#) met for the tenth and probably last time. At the beginning of the meeting, the European Commission stated that a ban on the internal combustion engine was not the goal; the Euro 7 standard should be as clean as possible and indicate a necessary but also realistic level of ambition. The European Commission is currently drafting the legislative proposal and the Impact Assessment (IA). The proposal is expected to be published in the fourth quarter of 2021.

Following this, deliberations will begin in the Council of the EU and the European Parliament. In the meantime, Frans Timmermans, Executive Vice President of the European Commission, confirmed that approach at the [Bloomberg Green Summit on 27 April 21](#). The European Commission's aim is to accelerate the transition to zero emissions in transport by means of tightening emission standards and building charging infrastructure. He did not rule out the use of hydrogen-powered fuel cells, but zero-emission transport is primarily electrified.

EP WORKING ON OWN-INITIATIVE REPORT ON EU MOBILITY STRATEGY

The EU Parliament is currently working on an own-initiative report on the [EU Mobility Strategy](#). This was published by the European Commission in December 2020. Currently, the Transport Committee (TRAN) is acting as the lead committee in the preparation of the report. A vote in the plenary session of the Parliament is to take place in September.

Regardless of this process, the European Council has the opportunity to comment on the strategy communicated by the Commission. Meantime, the S&D Group in the EU Parliament adopted a [position paper](#) on mobility policy on 4 May 21.

STAFF TURNOVERS IN DG MOVE & DG GROW

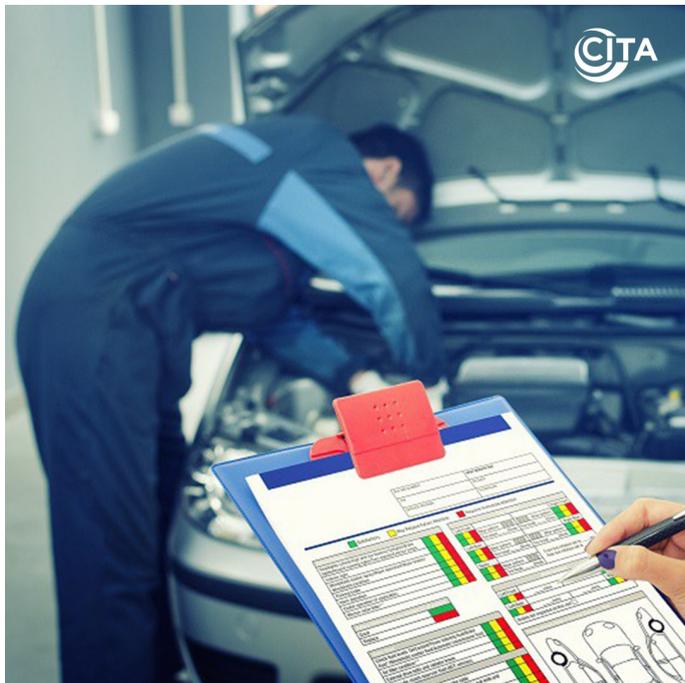
On April 23, the Directorate General for Energy and Transport (DG MOVE) named [two new directors](#). Mona Björklund will become the new Director of Policy Coordination as of June 16. She is currently a member of the Commission's Regulatory Scrutiny Board. Kristian Schmidt, former EU Ambassador to Myanmar, takes over as Director of Land Transport. Previously, he was Head of the European Delegation in Uganda and held several senior positions in the EU in Brussels.

In the European Commission's [Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs \(DG GROW\)](#), Joachim Nunes de Almeida takes over the Directorate "Ecosystems IV; Mobility and Energy Intensive Industries". Previously, Nunes de Almeida was Director of the Internal Market Enforcement Unit.

6TH UN GLOBAL ROAD SAFETY WEEK, 17 - 23 MAY 2021

Many events will take place during the 6th UN Global Road Safety Week, focusing on 30 km/h speed limits. As part of the UN Road Safety Week, the ETSC Event: Looking Ahead to 2030. A New Global Decade of Road Safety Action in Portugal, the EU and Africa will focus on the theme Road Safety in Africa. Jean Todt, UN Special Envoy for Road Safety, will also give a speech.

 [Registrations are open here](#)



IMPLEMENTATION REPORT ON THE ROAD SAFETY ASPECTS OF THE ROADWORTHINESS PACKAGE ADOPTED

The implementation report on the road safety aspects of the Roadworthiness Package was adopted by the European Parliament, last 27 April 2021.

The roadworthiness package adopted in 2014, and applied since 2018, is composed of three directives, focused on periodic roadworthiness tests, technical

roadside inspections of commercial vehicles and vehicle registration documents. To increase the safety and to reduce the deaths and serious injuries on Europe's roads, the package introduced minimum frequency for Periodic Technical Inspections of vehicles and a minimum list of items to be tested as well as equipment to be used during testing; mandatory controls of electronic safety components (such as ABS or air-bags, and measures to combat mileage fraud).

These current EU rules on periodic vehicles inspections need to be updated due to the emerging implementation shortcomings and new safety systems for cars.

This resolution on the road safety aspects of the Roadworthiness Package acknowledges that the implementation of the EU rules has helped to improve the quality of the periodic technical inspections, thus contributing to road safety.

However, MEPs call on the EU countries to make the exchange of information on roadworthiness testing and odometer readings easier, stressing that the development of a new Vehicle Information Platform could speed up information sharing. In addition, EU citizens should be better protected against fraud and have full information on the history of their cars. Therefore, MEPs in the Transport Group want information on accidents and the frequency of significant malfunctions to be shared between EU countries as well.

The decline in the number of roadside inspections on commercial vehicles over the past six years and cuts in national budgets for road safety enforcement is a very worrying trend, the text says. It calls on the EU countries to step up their efforts to reach 5% minimum inspection target (share of registered vehicles on their territory) as they committed to in 2018. The text also advocates conducting roadside inspections for two- or three-wheeled vehicles as motorcyclists are considered vulnerable road users, and fatalities among them are decreasing the slowest among all vehicles users in the EU.

New cars will have to be equipped with the new advanced safety and driver assistance systems from 2022. The report calls on the Commission to include them, as well as eCall, a lifesaving emergency call device, within the scope of future periodic vehicle inspections.

MEPs also ask the Commission to consider new modes of transport – e-scooters, one-wheels or hoverboards - in the upcoming revision of the current rules.



[MORE INFO](#)



COMMISSION IMPLEMENTING REGULATION EU 2021/392

The new *COMMISSION IMPLEMENTING REGULATION (EU) 2021/392* on the monitoring and reporting of data relating to CO₂ emissions from passenger cars and light commercial vehicles was published in the Official Journal of the Euro-

pean Union last 5 March 2021.

This new Regulation lays down detailed rules on the procedures for the monitoring and reporting by Member States and manufacturers of data relating to CO₂ emissions from new passenger cars and light commercial vehicles, as well as of data on re CO₂ emissions and fuel or energy consumption of these vehicles in real-life conditions. In order to establish the procedure for verifying CO₂ emissions of in-service vehicles in accordance with Article 13 of Regulation (EU) 2019/631, this Regulation also provides for the reporting by means of the Member States' vehicle inspection network. These provisions highlight the role of vehicle inspection in contributing to Green House Gases policies and show the benefits of standardization of vehicle electronics and communications to streamline compliance processes.



[DOWNLOAD THE REGULATION \(EU\) 2021/392](#)

GUIDANCE ON THE APPLICATION OF ISO IEC 17020 IN VEHICLE INSPECTION



The new publication "Guidance on the application of ISO/IEC 17020 in vehicle inspection" is the result of a long co-operation between EA and CITA, and their working group which included experts in the field of motor vehicle inspection and accreditation bodies.

The purpose of this document is to provide guidance with a view to harmonizing the application of conformity assessment – requirements for the operation of various types of bodies performing inspection (ISO/IEC 17020:2012) in the field of vehicle inspection. The ISO 17020, entitled "Conformity assessment - Requirements for the operation of various types of bodies performing inspection", is the internationally recognized standard for the competence of inspection bodies.

This paper is intended for use by accreditation bodies assessing vehicle inspection bodies for accreditation as well as by vehicle inspection bodies seeking to manage their operations to meet the requirements for accreditation. It avoids addressing information that is specifically addressed in ILAC P15 and is not intended to subtract from or add to the requirements of the standard.

The document highlights the importance of the best practices developed and published in the CITA Recommendations, which provide guidance on the methods and principles important for vehicle inspection, and how its experience should be taken into account by all inspection bodies.



[DOWNLOAD THE FULL DOCUMENT](#)



A TRUSTCENTER TO ENSURE SAFE AUTOMATED & CONNECTED DRIVING

The sector of German testing bodies asks for an independent TrustCenter that acts as a neutral entity to facilitate trustworthy, non-bureaucratic cooperation in data exchange between different players in the mobility sector. This new TrustCenter could also administer the necessary equal data accesses and thus contribute to solving existing challenges in the vehicle type approval

and inspection of highly automated vehicles.

CITA agrees that the political discussion about a European mobility data space does not sufficiently consider road safety, especially with regard to automated and connected driving. In this context, an independent and trustworthy data sharing and utilization are basic preconditions for safe, highly automated mobility as well as for new mobility services and concepts that make our cities and communities more liveable in the long term.

In order to ensure operational, road and environmental safety, the software of a motor vehicle as well as its electronic and connected components must not only be checked periodically throughout the entire vehicle life cycle, but also continuously by independent authorized bodies (third parties).

Moreover, they claim:

- a non-discriminatory access to the original vehicle data by the vehicle owner/user or by third parties commissioned and authorized by the latter;
- authorities and testing bodies capable of perform sovereign functions;
- a definition of requirements for a self-determined and fair access to in-vehicle data with respect to data security and data protection.



[DOWNLOAD THE DOCUMENT](#)

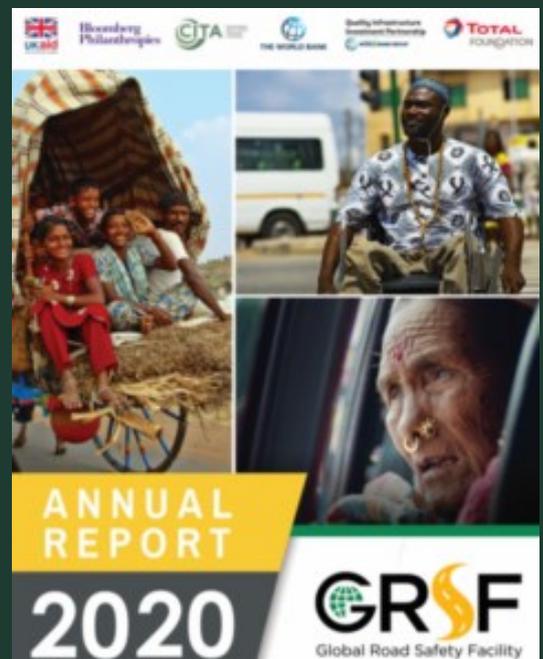
2020 GRSF ANNUAL REPORT

Despite one of the most challenging years on record, the GRSF is proud of the progress that has been made to accelerate road safety actions that save lives on the road.

This new Annual Report highlights different examples on how GRSF's strong strategic focus, dedicated approach, and committed expert team have generated substantial improvement on road safety performance during the 2020 – positioning the World Bank and GRSF as influential global partners in advancing the global road safety agenda.



[DOWNLOAD THE ANNUAL REPORT](#)





2020 EU ROAD FATALITIES FIGURES

On the occasion of the EU Road Safety Results Conference, the Eu Commission has published preliminary figures on road fatalities for the year 2020.

Sadly, an estimated 18.800 people were killed in a road crash in the EU last year. Almost 4.000 less than 2019,

but not enough to reach the main target to bring this number down to #VisionZero. Based on these preliminary figures, 18 Member States registered their lowest ever number of road fatalities in 2020. EU-wide, deaths fell by an average of 17% compared to 2019.

Over a longer timeline, the number of deaths on Europe's roads fell by 36% between 2010 and 2020, below the EU target of 50%.

However, with 42 road deaths per 1 million inhabitants, the EU remains the continent with the safest roads in the world. As a comparison, the world average lies at more than 180. Lower traffic volumes, as the result of the COVID-19 pandemic, had a clear, though unmeasurable, impact on the number of road fatalities. In this period, cycling has experienced a significant rise in popularity and many cities around the world have (temporarily) reallocated road space to cyclists and pedestrians. This encouraging development can have a significant positive impact on air quality and climate change, and at the same time creates new road safety challenges.

EU-wide, around 70% of road fatalities in urban areas involve vulnerable road users which includes pedestrians, motorcyclists and cyclists. Tackling road safety in cities is therefore a key area of focus and the EU Commission wants to ensure that road safety is taken into account at all stages of urban mobility planning.

 [PRESS](#)

 [MORE INFO](#)

STREETS FOR LIFE OPEN LETTER

CITA has signed the WHO open letter **STREETS FOR LIFE: FOR PEOPLE AND PLANET.**

This new campaign aims to make 30 km/h streets the norm for cities worldwide. Low speed streets save lives and are the heart of any community. 30 km/h (20 mph) speed limits where people and traffic mix make for streets that are safe, healthy, green and liveable, in other words, streets for life.

The 6th UN Global Road Safety Week is calling on policymakers to act for low speed streets worldwide, limiting speeds to 30 km/h where people walk, live and play.



JOIN THE #LOVE30 CAMPAIGN TO CALL FOR 30 KM/H SPEED LIMITS TO BE THE NORM FOR CITIES, TOWNS AND VILLAGES WORLDWIDE.



NEW CITA MEMBERS



The activities of what would later become **La Sécurité Automobile** began in 1943 thanks to its founders, J. Masse and E. Nivelles. Since then, its inspection activities have gradually developed and extended with the gradual introduction of compulsory technical inspection of vehicles. In 1994, the SA company was approved by the Royal Decree of 23 December 1994, determining the conditions for approval and the rules of administrative control of the bodies responsible for the control of vehicles in circulation. In 1999, following the obligation provided by the EU regulations to carry out diesel tests, their stations were fitted with a protective canopy on the entrance car park in order to carry out environmental checks. In December 1999, they obtained the ISO 9002 version 1994 certification for the technical control sector, which has been renewed every three years since then. In May 2007 they also obtained the ISO 9001 version 2000 certification for the driving license sector, which is also renewed every three years.

DEKATI TECHNOLOGIES

Dekati Technologies is a brand division of Dekati Ltd. that specifically focuses on exhaust gas particle sensors and sampling systems for PTI applications. Based in Finland, Dekati has provided an extensive global customer base with accurate, reliable and cost-efficient particle measurement solutions for nearly 30 years. We continuously invest in our R&D, manufacturing and after-sales capabilities, and have established a vast strategic partner network. Many of our instruments and sensors use Dekati patented technologies and are protected by international trademarks. We pride ourselves on the quality and robustness of our products and all our operations work under an ISO 9001:2015 certified Quality Management System.



Air Liquide is a global company with 66,000 employees, servicing 3.6 million customers and patients worldwide. Part of Air Liquide focuses on specialty gases and mixtures for research and analysis within all industries. Calibration gases are used to ensure the proper functioning of analytical and measuring instruments to ensure performance and validation of results for authorities and regulatory bodies. Both in the automotive industry and in the PTI market. Air Liquide has for many years worked together with vehicle manufacturers, regulatory bodies as well as stakeholder groups to ensure the best possible solution for gas specifications and calibration solutions.



Emitech Group is an independent group with more than 550 employees specialized in environmental testing, as well as in the validation and design of PWT. It offers its engineering and testing services on two major axes: on the one hand, design and validation of current and future mobility solutions, and on other hand, qualification, CE marking and launch of your products. For mobility solutions, they operate for the development and validation stage of your PWT: architecture definition, sizing, specification, calibration, characterization and endurance. Their services cover the qualifications of the complete PWT as well as its assemblies. Their services complement each other and allow us to offer an overall portfolio: training – expertise, engineering, technical assistance – test benches design – testing laboratories in various fields.

MEMBERS INPUT

DEKRA RECOGNIZED AS THE WORLD'S FIRST OMNIAIR AUTHORIZED TEST LABORATORY FOR C-V2X TECHNOLOGY



DEKRA has been recognized by OmniAir Consortium® as an OmniAir Authorized Test Laboratory (OATL) to evaluate and certify Cellular Vehicle-to-Everything (C-V2X) technology and as a Field Test

Site. With this recognition, DEKRA is the first and currently the only OmniAir Authorized laboratory in the world accredited to test C-V2X products.

DEKRA will provide these services in its connected and automated driving facilities, equipped with test tracks with 5G infrastructure and international networks, as well as with a shielded laboratory environment.

OmniAir certification is designed to assess the compliance and interoperability of V2X products according to the C-V2X and DSRC standards and specifications, to ensure high quality and secure communication.

 [MORE INFO](#)



UKRAINE TO RESUME PTI BY 2022

The corresponding draft law was developed by the Ministry of Infrastructure and published on its official website. The document aims to align the Ukrainian legislation with the requirements of the Association Agreement with the EU and to reduce the number of road accidents.

The total number of vehicles registered in Ukraine is about 9.2 mn and the average age of the current fleet is over 19 years. Since 2011 only commercial vehicles are the subject to PTI. If the Parliament passes the law all vehicles will be checked at PTI stations.

 [MORE INFO](#)

SAVE THE DATE

19 May 2021 | Web Event

INSPECTION OF MOTORCYCLES

in collaboration with the Portuguese's Presidency of the Council of the EU

- [REGISTER HERE](#)

01 June 2021 | Virtual Meeting - *only for CITA Members*

20TH CITA GENERAL ASSEMBLY

10 June 2021 | Webinar

SAFER & CLEANER USED CARS FOR AFRICA

18 June 2021 | Webinar

CALIBRATION OF EMISSION DEVICES

10 November 2021 | Web Conference - *only for CITA Members*

CITA RAG ASIA/AUSTRALASIA

16 + 17 November 2021 | Web Conference - *only for CITA Members*

CITA RAG EUROPE / JOINT TA & TF MEETING

October 2021 | Web Conference - *only for CITA Members*

CITA RAG AFRICA

31 May 2022 | Amsterdam, The Netherlands - *only for CITA Members*

21ST CITA GENERAL ASSEMBLY

01 + 02 June 2022 | Amsterdam, The Netherlands

CITA INTERNATIONAL CONFERENCE - Hosted by RDW



*We make roads safer and cleaner.
Every day. Everywhere. Impartially. Responsibly.*

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